

TRANSPORT CONSULTATIVE GROUP MEETING 24TH JULY 2007

I am Brian Holder, leader of the Teddington Society Roads & Transport Group, I chaired the 2002 Teddington Study Residents' Parking sub-Committee which produced a comprehensive report on all aspects of transport and parking in Teddington, and was a member of the working party that helped draft the penultimate, but not final, documents for the 2005 consultation. The Residents' Parking sub-Committee oversaw the introduction of controlled parking in the High Street in September 2002, and recommended that the areas either side of the station should be consulted on three options:-

Option One – No change to present arrangements

Option Two – A “no-cost” scheme which would allow parking on certain designated yellow lines outside the rush hours. To ensure regular turnover of parking spaces, many of those spaces would be time limited, eg. “one hour – no return within two hours”.

Option Three – A two hour Controlled Parking Zone (CPZ) requiring residents and businesses to purchase a parking permit.

These recommendations were not accepted by local Councillors, so the opportunity to sort out the parking situation around the station in late 2002 was missed.

The sub-Committee found no evidence of any sort to support local Councillors' belief that there was widespread support for CPZs across Teddington – in fact support is estimated to be less than 6% of households overall. Support in the 2004 consultation was under 9%, in the 2005 consultation was under 15%, and in this consultation, also just under 15%.

Now to the officer's report, which makes no mention of:-

1. The Teddington Study Parking Report and its recommendations
2. Details of the Cabinet member's decision for the 2004 consultation
3. Details of the Cabinet member's decision for the 2005 consultation
4. Details of actions carried out as a result of the Cabinet member's decisions on freeing up yellow lines and safety marking of corners
5. The results of a “Walkabout” carried out on 24th August 2005, which identified 41 parking or safety actions that required implementation. The majority of these were advertised for implementation in the local press, but have not, as yet, been implemented, but should have been to allow the free and safe movement of wheelchair users and others, and to create more free parking for local residents and shoppers
6. Whether any investigations have been carried out to calculate the amount of displacement that will take place if a CPZ is introduced across the consultation area
7. Why did the plans in Teddington Library show marked out controlled parking spaces in all roads right across central Teddington in advance of any consultations?

Now to my final six points:

1. Controlled parking must be limited to house or business frontages to avoid unnecessary expansion of the controlled area or zone. Such expansion can undermine fragile shopping centres which need more, not less, parking to attract shoppers to linear shopping centres.

2. Community Parking Spaces must be excluded from any CPZs proposed. If this is not done, major vehicle displacement will take place and uncontrolled expansion of the CPZ will occur. Exclusion is also necessary to correct the imbalance between the votes of residents in a CPZ and those outside. Take Adelaide Road, for example, there are 10 properties, but 35 parking spaces, 15 outside properties, 4 turnover outside a surgery, and 16 Community spaces. The 10 properties should only have voting rights over the spaces outside those properties, not all 35. This situation also occurs in Station Road and other roads, where the controlled area or zone boundary may have to be down the centre of the road as happens elsewhere.

3. Pay & Display or free turnover parking spaces must be provided in the Community Parking Spaces in Elleray Road and Vicarage Road CPZs. There are more than double the number of spaces required by residents, and more than 50% of spaces outside houses are empty every weekday.

4. There are only 174 parking spaces in council car parks in the whole of Teddington, these are among the most expensive in the borough at £1 per hour in North Lane, twice the price of parking in Arragon Road, Twickenham, where Waitrose shoppers get free parking. We need more parking spaces, starting with the demolition of the council depot building in North Lane to enlarge the eastern car park with landscaping in line with Cedar Road car park. Followed by the freeing up of yellow lines approved several years ago.

5. Normansfield Avenue, Teddington, must be removed from Hampton Wick CPZ. The road is empty all day, and can provide free parking for rail commuters from the Broom Road area.

6. The Society believes that two tightly drawn two hour controlled parking areas or zones should be put in place either side of Teddington station, and will work as part of the proposed Parking sub-Group to agree boundaries. It will also seek the appointment of a single contact point with the council, as we had with Colin Tether back in 2001/2, to ensure that the efficient consultation procedures we had then, are reinstated.